

The Bulletin.

THE MEMPHIS AVALANCHE.

The withdrawal of Col. M. C. Galloway from the Memphis Avalanche, was announced several days ago. The reason assigned for this step is the want of harmony in the political conduct of the paper—Col. Keller, co-editor and owner, being a conservative who is in favor of a new departure upon the part of the Democratic party and Col. Galloway contending for the unity of the party—believing the well-being of the South to be hinged with the success of Democratic principles.

Col. Galloway founded the *Avalanche*, and by an exercise of his ability as a writer and tact as a business man, soon gave it character as the leading journal of Tennessee, and as one of the ablest and most influential of the South. Its character was aptly indicated by its name. Its influence was like the power of the avalanche, carrying everything before it. It carried Memphis and that portion of Tennessee into rebellion, and after the war moulded public sentiment in favor of universal suffrage and general amnesty. It has always been very positive in all its teachings and preferences, fearless in the line of duty, shrinking from no responsibility—a powerful friend, a terrible enemy.

We have received no intimation as to Col. Galloway's future; but entertain the hope that he is not lost to the profession he has so long and signally honored and adorned. The field of journalism can but ill spare him.

Col. Keller will remain in charge of the *Avalanche*, and devote it to an advocacy of his conservative political views—to the consolidation of the conservative elements of the country, be they Democratic, Radical, Republican, white, black or yellow. He is a gentleman of ability, of many excellent qualities, and zealous in the work in hand, will maintain for the *Avalanche* a high stand among the journals of the country.

UP IN A BALLOON BOYS.
That was a sad case—a terrible case—that of the girl Bertha Lawrence, who dropped out of a balloon, near Montpelier, Indiana, the following note:

"Sailed from Toronto, April 28, for New York. Met with adverse wind, and by a sudden movement of the balloon, Mr. Lawrence was thrown out, as near as I could determine, over the southern part of Michigan. Not knowing how to manage the ship, it has been tossed to and fro in all directions since he fell out. I am alone, and no earthly power can save me. I drop these lines hoping some human being will find them and communicate to my parents the tidings of my melancholy fate. To Heaven, to Heaven I commit my soul. Please send them this note, to Ralph Lawrence, Upper Canada."

"BERTHE LAWRENCE."
Poor Bertha! She was saved from a horrible death only by one lucky accident, viz: the neglect of the balloon to sail from Toronto, or anywhere else, on the date mentioned. In other words, the story is a hoax—a "balloon hoax" on a small scale.

THE FRUIT CROPS.
The Du Quoin Tribune speaking of the first crops says that a line east and west through Richview or Ashley would divide the injured and uninjured fruit regions. North of the line the fruit has escaped injury. South of the line, and particularly in the more elevated localities, the peach has suffered severely—it being unsafe to count upon more than half an average crop. Apples and cherries have not been damaged much.

Mr. Z. Clifford, of Gallatin county, who proposes to contest with Dan Mann for the empty honor of the Radical nomination for Congress, in this district, was the "fighting chaplain" of the old Twenty-ninth Illinois volunteers. He is a man of fair ability, of indomitable energy, immeasurable longevity, and quite popular in the upper end of the district. He was the Lincoln elector in the year 1864, and made a very vigorous canvass. In view of these and a great many other facts we are not sure but Crebs will be called upon to "fix out"—not Mann—but Clifford. The title of "fighting parson," is a "big thing" for Clifford.

Next Thursday is set apart, by the Independent Order of Red Men all over the Union, to commemorate the founding of their order. They are making "extensive preparations," especially in the Southern States. We suppose that when the colored people, under the process of mutilating, get to be entirely faded out and extinct, there will start up the Independent Order of Black Men to commemorate and keep alive the virtues which the members will suppose the absolete African to have once possessed.

A most disastrous fire occurred in Quincy, on Friday night last, during the prevalence of a high wind. The property burned was valued at \$300,000. The *Herald* printing office, one of the largest in the State, was totally destroyed. Loss \$35,000, on which there was an insurance of \$20,000.

The *Herald* will, of course, be re-established, as it can be spared neither by the city of Quincy nor the Democracy of the State.

It has been discovered by the Senate investigating committee in the Georgia corruption matter, that \$10,000 were brought to Washington recently from Georgia to Bollock, to be used in affecting Congressional legislation for Georgia. The draft was drawn upon the state road fund of Georgia, in the firm name of Sykes, Chadwick & Co., proprietors of Willard's Hotel, where Bollock put up, and was payable to the order of Riggs & Co., bankers, of Washington.

There was an old woman, and what do you think she lived on nothing but victuals and drink?

A few weeks ago it was announced in all the papers that the Empress of Austria could eat nothing but milk and eggs. Now it is announced, also in all the papers, that the Empress of Russia can eat nothing but milk, eggs and sage. Soon some other paragraphist will want an item and announce that the Empress of France can eat nothing but milk, eggs, sage and nutmeg. Pass around the eggs and milk.

The Cincinnatians have nicknamed Murat Halstead and Washington McLean, the belligerent editors, as Marshal Murat and General Washington. Both parties, by the way, have disappeared, and a horrible suspicion is abroad that each has eaten up the other.

THE GREAT ILLINOIS CENTRAL.

ITS ORIGIN, OPENING AND OPERATION.

A sketch of the origin, construction and operation of the Illinois Central rail road, recently published in the Chicago *Railway Review* is elaborate and just in every particular, save wherein it treats of the origin of the enterprise. The fact is overlooked that but for the persistent and unremitting labors of parties interested in the Cairo Property, the Illinois Central railroad might never have been built. It was that interest that pressed the project upon the attention of Congress through Senators Breese and Douglas; it was that interest that, as far back as 1847, instigated mass meetings in Northern Illinois, and otherwise manufactured popular sentiment in favor of the project among the people. During an interval of four or five years the energies and means of those parties were made to bear upon Congress through an efficient and powerful lobby, and a favorable public sentiment in Illinois and elsewhere. Congress finally succumbed, and on the 20th of September, 1850, the "act granting the right of way to Illinois, Mississippi and Alabama in aid of the construction of a railroad from Chicago to Mobile" became a law. This end achieved a half dozen "fathers" of the undertaking revealed themselves and laid claim to the glory of the achievement, while the real authors of it subsided into obscurity, satisfied to enjoy their success in silence.

We copy from the *Review* the reference to the old Illinois Central railway, the opening of the present road and the effects of its operation—greatly regretting our inability to reproduce the article entire:

ORIGINAL NORTH AND SOUTH RAILWAY.
Among the lines contemplated by the Legislative act authorizing State aid, was one projected between 1846 and 1849, running the entire length of the State, from Cairo to Galena. Work on this was, indeed, begun, and considerable sections were graded. In default of the payment of interest by the State of Illinois, however, work was abandoned at this point. Of the whole magnificent State railway system, only a short line from Springfield to the Illinois river was built. The last state of the commonwealth seemed worse than the first. The fact of an enormous State debt, contracted for projects uncertain of realization, and some of them perhaps impracticable if realized, and the expectation of high taxation upon an unproductive investment had the effect to turn the tide of emigration away from Illinois, and drive it farther West, mainly to Iowa.

A PRECEDENT.
The success of the canal land grant measure, and its fruits in the creation of a great route of commerce and the growth of population and wealth thereupon, suggested and encouraged the revival of the project for a north and south line of railway, that should, in like manner, open to settlement and to the markets of the world, vast regions, concerning which there was only known, vaguely, that there was in them promise of rich rewards to productive industry. At the time when the State stopped payment on the old railway enterprise, far more money had been spent and work was farther advanced on the canal project, in aid of which the United States made the grant of alternate sections. It was natural that similar aid should be looked for in behalf of the revived railway, which, it was also natural, should be a virtual revival of the abandoned one conceived years before.

The preoccupation of the public mind with the old route also doubtless explains the designation of "main stem" applied to that portion of the more comprehensive line. At all events—as the result of a public agitation of the scheme, which pervading and earnest as it was, but feebly emphasized its necessity as a remedy for the financial embarrassment and the industrial decline of the commonwealth—during the terms of Senators Douglas and Breese, the act of Congress referred to was secured, authorizing the State to negotiate with a company, on the basis of a Government land grant, for the building of a line, connecting on the one hand the great lakes, and on the other the great rivers of the Northwest with the Gulf region of the country.

"MAIN LINE" AND "BRANCH."
This new project differed from the original one in recognizing the growing Lake port as the promising rival of Galena. Following the old line on many portions of its "main stem," it provided for a "Chicago Branch." This originally projected, was to leave the "main" line at La Salle; but, finally, points farther south were considered, with the result of fixing the present point of departure (Centralia), bringing its northeastern terminus on a line of divergence even more direct than its northwestern. The distance to Chicago via La Salle would have been about 300 miles, in comparison with 253 miles by the present line. Competition with other lines building from Chicago westward, was also avoided by the present route; the amount of land due the Co. was materially added to; while the number of counties to which the road gave the first railway facilities and the most important that could be looked for for a long time to come, was increased by no less than seven or eight.

OPENING OF THE ROAD.
The road was opened September 27, 1856. The line, as located, passed through the

most sparsely settled portion of the State,—settlements not unfrequently being a day's journey apart. Only two stations on the Chicago Branch (Kankakee and Urbana) were in the vicinity of even small villages, the site of nearly every one being vacant in 1853. With the exception of Cairo, Jonesboro, Vandalia, Decatur, Clinton, Bloomington, La Salle, Dixon, Freeport and Galena, the same was true of the main line and Galena Branch. Most of the lands had been in the Government market for about a third of a century; and had been finally sold, as such, they would have brought but 12½ cents per acre under the Graduation Act of August 4, 1854. Corn, in that primeval period, brought only from 5 to 8 cts., and wheat from 25 to 30 cts., per bushel; and stock, of course, unprofitable. What the farmer could not put into food, clothing and shelter, was of no advantage to him.

INFLUENCE OF THE ROAD.

To these lands, practically worthless the Railway Company, by an expenditure of twenty millions of dollars, imparted value—the system under which those lands were sold being so sagaciously devised that the settler upon them, remote from the established markets of the country, enjoyed a better income with less labor than he would have received on lands bought at the same rates, in the interior of New York, Pennsylvania, Maryland or Virginia. Their transfer to this Co. was, as a distinguished statesman characterized it, a three-sided bargain, in which all parties were gainers: the United States by speedy sale at from \$2 50 to \$6 per acre for what would otherwise have gone begging at 12½ cts., the State by a vast increase of the producing classes—a people industrious, enterprising, intelligent,—increasing the taxable property, swelling capital and commerce, and enjoying the rapidly growing income from the seven per cent. of gross receipts of the road; and, finally, the company, building and equipping nearly a thousand miles of road with the reasonable certainty that proceeds of sales of lands would largely cover expenses. The year 1858 saw 100 cities and villages of from 200 to 12,000 inhabitants along the line—the centers of a population of more than 600,000. Of these, 75 had no population in 1850; and the aggregate of the remaining 25 was but 14,289. In 1856 the population of 81 cities was 73,580; in 1859, 95 contained a population of 112,390—the churches numbering 220, the schools 250, the stores 1,127, the hotels 250, the saw mills 75, the flour mills 79, the factories 206. The following are statistics of material progress:

	1855.	1856.	1857.	1859.
Wheat, acres.	60,225	1,210,079	1,370,280	1,370,280
Corn, acres.	1,162,579	1,478,419	1,433,139	1,433,139
New farms opened.	6,115	4,323	4,783	4,783
Value of stock.	\$9,167,841	\$17,105,764	\$17,105,764	\$17,105,764
Pop'n of towns.	246,140	—	—	473,441

The passage from the New Testament, "It is easier for a camel," etc., has perplexed many good men who have read it literally. In Oriental cities there are in the larger gates small and very low apertures called metaphorically "needle's eyes," just as we talk of certain windows as "bail's eyes." These entrances are too narrow for a camel to pass through them in the ordinary manner, or even if loaded. When a laden camel has to pass through one of these entrances, kneels down, and its load is removed, and then it shuffles through on its knees. "Yesterday," writes Lady Duff Gordon from Cairo, "I saw a camel go through the eye of a needle—that is, the low arched door of an enclosure. He must kneel and bow his head to creep through; and thus the high man must humble himself."

ANNOUNCEMENT.
For Judge of the Supreme Court.
We are authorized to announce that the Hon. SIDNEY BRESEE will be a candidate for the office of Judge of the Supreme Court of Illinois, from the First Grand Division. Election on Monday, June 6, 1870.

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